

The China Mail.

ESTABLISHED 1845

NOTES ON THE
LIFE IN HONGKONG
AND SOUTH CHINA.
By Rev. G. A.
HUNTER, M.A.
To be had at the
"CHINA MAIL" Office.
Part I Revised Price 10 Cts.
" 2 " " " 10 Cts.
" 3 " " " 10 Cts.

CREAM!

RICH

THICK

CREAM

See Below.

No 16,848.

號八十月二年四十一百九千一第

HONGKONG, WEDNESDAY, FEBRUARY 18, 1914

寅甲亥歲年三國民華中

PRIOR, \$3.00 Per Month.

WATSON'S

E.

BRANDY

Finest very old Brown Brandy. Guaranteed 25 years age in wood. The finest liquor Brandy on the market.

A. S. WATSON & Co., Ltd.

ALEXANDRA BUILDINGS.

UMEMOTO.

PROFESSIONAL TATTOOER.

Orders attended to at the residence of Customers, if desired.

Finest work done by hand only.

No. 12, Queen's Road East.

Hongkong, Oct. 2, 1912.

1190

CIGARETTE HABIT.

New American Remedy.

In America a crusade has been started to curb the cigarette habit among boys and men by the application of nitrate of silver to the palates of the victims. This treatment, it is claimed, has been tried at Chicago and elsewhere with satisfactory results. The New York Herald, Mr. John McGowan, started the crusade here by writing "all cigarette smokers desirous of breaking the habit" to meet him in the Court House last night. The Recorder arrived in company with two physicians from the medical staff of the Board of Education, and found 300 men and boys waiting in the Court-room to see what he could do for them.

There were a few determined-looking women accompanied by their sons, whom they wanted to prevent to the Recorder as "cigarette fiends." When the Recorder said that the doctors were ready to administer the treatment, the mothers pushed the boys forward, but the others held back. The physicians painted a preparation of nitrate of silver on the palates of the young smokers, who made way, spluttered, coughed, choked, and looked generally unhappy at the first application of the mixture, to the amusement of those who waited to see the results of the experiment.

Finally about fifty men and boys had their palates and throats painted. All agreed that the taste was worse than cigarette, but each had a different description of what the taste resembled. "The taste will grow more repulsive by to-morrow," was the confidential whisper of one of the physicians to the Recorder. "If they try to smoke a cigarette or a cigar for the next day or two the effects of the treatment will be sickening."

Each of the patients received the prescription for a wash of nitrate of silver to be taken after meals or when the desire for a smoke comes on, and all were ordered to cheer their vocal plant as a further step towards the cure.

DEEPER DECOLLETAGE.

"Leg-Muffs" in Use in Paris.

"Our latest models are more décolleté than any fashions for twenty years past," says the manageress of Lucile's, writes the Paris correspondent of the "Daily Mail." "They are cut with great depth, not only in front and at the back, but also at the side beneath the arms. Sometimes there is a filmy drapery carried away from the edge of the dress, but this is quite transparent. The tendency is for morning dresses also to be cut with increased décolletage. I have seen some remarkable models to-day. The effect at a casual glance is that of a dress which has accidentally slipped down to just above the waist and retained by a single thin slip of material negligently over one shoulder. The other arm and the side of the body three inches below it are left free."

"Who wears these dresses?" was a question asked of one well-known costume designer. "They are particularly popular just now with the smartest set of English society," was the reply. "The English woman, being as a rule of a slighter figure than the French woman, is able to wear the dress of lower cut."

Muffs for the legs are a novel fashion accompanying the unusually long spell of bitterly cold weather still prevailing in Paris. The model of the slip skirt and the fairy-like shoe led to many smart Parisian women taking severe colds even while only crossing the pavement from their heated motor-cars to the door of a restaurant or theatre. The "leg muffs," which has been designed to remedy this, is a silk legging lined with fur which can be drawn on over the light shoe and comes above the knee. It is taken off at the same time as the open-stock and lay in the cloakroom.

BUSINESS NOTICES.

CREAM!

MILKMAID THICK RICH CREAM

A CREAM THAT CAN BE WHIPPED, BUT CANNOT BE BEATEN

It is simply PURE CREAM.

Contains NO PRESERVATIVES.

Makes splendid ICE CREAM.

Excellent with Stewed and tinned Fruits, Fruit salads etc.

Packed in 3 sizes of tins.

25 cts. per 4 oz tin	Net weight
35 " " 54 " "	
60 " " 111 " "	

You can get it at—

LANE CRAWFORD & Co.

THE FRENCH STORE

H. RUTTONJEE & SON

THE SINCERE Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON, CANTON TO HONGKONG.

WEDNESDAY, 18th FEBRUARY.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'

10 P.M. 'KINSEAN.' 5 P.M. 'FATSHAN.'

THURSDAY, 19th FEBRUARY.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'

10 P.M. 'FATSHAN.' 5 P.M. 'KINSEAN.'

A Telephone Service has been recently installed on the Company's Steamers Day Steamers Call No. 778, Night Steamers Call No. 779.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 22nd FEBRUARY.

The Company's New Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

N.B.—There will be no steamer from Hongkong at 12.30 p.m. on Sunday 15th instant.

F A R E S :

1st Class Single \$1.50, Return \$2. 2nd Class Single \$1, Return \$1.50

baterooms:—Saloon \$1 per person each way. 1st & 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'SUI TAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

S.S. 'HOI-SANG'.

Departures from Macao to Canton on Tuesday, Thursday and Sunday at 9 P.M.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING-SHUN STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'CAINAM' 588 Tons, and S.S. 'NANNING' 568 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 8 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite Blake Pier.

NOTICE.

WE HAVE This Day REMOVED

from Victoria Building to No. 5, PAINE'S BUILDING, Telephone No. 1152.

BENJAMIN & POTTS,

Share and General Brokers.

Hongkong, Feb. 12, 1914.

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HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the

Half Year ending 31st December,

1913, at the rate of Two Pounds Sterling

together with a Bonus of Five Shillings

Sterling per Share of \$125 is payable on

and after MONDAY the 16th day of

February, Current, at the Office of the

Corporation, where Shareholders are

requested to apply for Warrants.

By Order of the Court of Directors.

N. J. STARR,

Chief Manager.

Hongkong, Feb. 14, 1914.

S I E N T I N G.

Surgeon-Dentist

No. 14, D'ARQUER STREET.

TERMS VERY MODERATE

Consultation Free.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self-Contained Suites of Apartments with Private
Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading
and Writing Rooms.

Under Personal Management of

O. H. OWEN, Proprietor.

BUSINESS NOTICES.

FAIRALL & CO.

RACE SEASON

Are Showing New Gowns,
Suits etc.,
Smart Dress Materials,
Millinery Etc.,
A Good Selection of Neck Wear

Everything suitable for the Season.
TELEPHONE 644. 2 Peddar Street.
Hongkong, February 2, 1914.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.

Terms:—From \$5. per day Max.

Telegraph Add: "Peaceful."

P. O. PEUSTER,

Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION

AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIHA.

The first (1913) edition already issued.

Biographies of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new material and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is now \$12/- or \$3 per copy.

Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 18 cts. to Korea and China 40 cts. and to Europe & America 70 cts. or 35 cents.

It is a Good Advertising Medium.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:—

Yet another "Who's Who" and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western.

practically almost to the last detail. But "Who's Who in Japan" is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan.

Mr. Kuriha is a skilful editor and has done his work well.

Who's Who in Japan Publishing Office, No. 6, Ichibome, Uchiyama-cho, Kojimachi-ku, Tokyo

766

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate

studied in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first-rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of China Mail office or direct to 37, Eddywood Road, 1st floor.

Hongkong, May 17, 1913.

SINGON & CO.

ESTABLISHED A.D. 1891.

IRON STEEL, METAL and HARD

WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and S. Importers. Nos. 25 and 27, Eddywood Road, (2nd Street, west of Central Market) Telephone No. 515.

Hongkong, September 4, 1913.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A
Speciality.

NOTE ADDRESS.

ICE HOUSE, HONGKONG.

WEISMANN'S

FOR BREAD

WEISMANN'S

FOR CAKES

WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1913.

TIFFIN

A SPECIAL TIFFIN WILL BE SERVED PROMPTLY AT 12 NOON EVERY

RACE DAY

JUST JUMP INTO THE CAR AT THE RACE COURSE AND YOU CAN

OBTAIN A FIRST CLASS TIFFIN \$1.00 AT THE ALEXANDRA CAFE

AN EXTRA SPECIAL DINNER EVERY EVENING DURING RACE WEEK.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two shipways and can accommodate any craft

of 200 feet long.

Town Office, 43, DORSET ROAD CENTRAL, Hongkong. Telephone No. 459.

Shipyard, Shum-Sui-Po, Kowloon, Hongkong. Telephone No. E.5.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1913.



CALDBECK MACGREGOR & Co.

ESTABLISHED 1864.

CLUB CIGARETTES

\$3.75 PER 100

Pure Egyptian Tobacco

Specially prepared cases.

INTIMATIONS

The most famous "Walker" in the world is

JOHNNIE WALKER

The "Walker" that has made a track round the globe.

JOHNNIE WALKER, "White" Label. Over 5 years old.
JOHNNIE WALKER, "Red" Label. Over 10 years old.
JOHNNIE WALKER, "Black" Label. Over 12 years old.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

Guaranteed same Quality throughout the World

To be obtained from:

KAMP & CO. SHANGHAI.
PERRIN, COOPER & CO. TIENTSIN.
THE HANKOW DISPENSARY, LTD., HANKOW.
SIEMSEN & CO., CANTON & HONG KONG.

JOHN WALKER & SONS LTD.,
Scotch Whisky Distillers, KILMARNOCK, SCOTLAND.



THE CHINA MAIL, LTD

UNDERPRINTS

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from:

THE CHINA MAIL OFFICE,
5, Wyndham Street.

European Supervision

Moderate Price.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY - 3 6 1/2 2/6 & 4/-
KNIFE BOARDS
PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES
JOHN OAKLEY & SONS LIMITED
BLACK LEAD MILLS, LONDON

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS.

8.5 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.
1.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.45 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 8.10 p.m. Every 15 minutes.
8.10 p.m. to 8.20 p.m. Every 15 minutes.

NIGHT CARS as on Week Days

MAGNETS.

Extra Cars at 12 midnight.
SPECIAL CARS by arrangement as to Company's Office, ALEXANDRA BUILDING, 100, Victoria Road Central.
JOHN D. HUMPHREYS & SON
General Managers

THE

CHINA MAIL

Typhoon Map & Guide.

PRICE

4d. each.

FOR A good Solo meal & a Cart or Table D'Hotel with Wines & Liquors of the Best, AT RYAN'S RESTAURANT.

SAFETY AT SEA.

CONCLUSION OF THE LONDON CONFERENCE.

(Continued from Yesterday's "China Mail.")

MANNING THE BOATS.

The Convention further lays it down that there must be a minimum number of members of the crew competent to handle the boats and rafts. For a boat or raft of ordinary size carrying not more than six persons the minimum number is fixed at three, with additional numbers for larger boats, in accordance with a scale laid down in the Regulation. These men will hold a certificate of competency issued under Government authority.

The Convention also provides that all ships to which it applies must be efficiently and sufficiently manned from the point of view of safety of life at sea. The carriage of dangerous goods is forbidden, and each administration will issue from time to time official warnings as to what goods are dangerous, either singly or in combination, and will impose regulations as to their stowage and packing, when necessary. For detecting fire an organised system of patrols is required, and the regulations require adequate provision for extinguishing fire, and for the organisation of the crew for emergencies and for boat and fire drill.

All ships are to have an emergency system of lighting, so that in an emergency the passengers may easily find their way to the exits from the interior of the ship. In new ships an independent source of lighting must be fitted as high as possible. The boats' decks must be well lighted.

MUTUAL ACCEPTANCE OF CERTIFICATES. I have not troubled his Excellency Dr. von Kottner to prepare any note of the work of the Committee on Certificates, of which he was chairman. The recommendations of that committee are accordingly simple. They are, in effect, that the ships of the contracting States which comply with the requirements of the Convention shall have furnished to them certificates of the fact, which shall be accepted by all the States as having the same value as the certificates issued by their own ships, and as constituting prima facie evidence of compliance with the Convention. A form of certificate is annexed to the report, which, in addition to recording compliance with the requirements of the Convention, will also enable shipowners who have in certain respects done more than comply with those requirements to have the fact recorded.

"A GREAT WORK." Finally, let me say a word on the work of the Informal Committee, of which I was myself chairman. That committee was concerned with "what are termed" "Dispositions Generales." These dispositions defined the ships to which the Convention should apply, the leading feature being that, except as otherwise provided, only coast-guard steamers carrying more than twelve passengers should fall within its provisions. There are, however, several exceptions to the above limitation, the most important being in the case of wireless telegraphy. Provision was also made for an interchange between the Governments of laws and rules relating to safety of life at sea, and for the imposition by each of the Governments where necessary of penalties in case of neglect to comply with the provisions of the Convention. Further matters dealt with were the admission of other States which later on may wish to come under the Convention, the adherence on behalf of colonies of contracting States, the date (Dec. 31, 1914) by which different States, and the date (July 1, 1915) at which the Convention is to come into force.

These summaries of the different reports are necessarily incomplete, but you have the full texts before you, and can refer to them for further details. The reports themselves were forwarded to the Committee of Reduction, of which M. Guernier was chairman. It was M. Guernier's task to mould them into the form of the Convention now before you. It is impossible to speak too highly of the ability and zeal which M. Guernier (greatly assisted by his colleague, M. Borja) brought to bear on this task, and the whole conference is deeply indebted to him for the work he has done.

I have now finished the observations I desired to make; but I may say a few general words in conclusion. Our work will no doubt be criticised. So far as the criticism originates with interested parties we can ignore it; and so far as it originates with disinterested parties our answer must be that we have done our best, that we have done it with anxious care, and as we believe, in the true interests of those who travel by sea.

"Gentlemen, you have been engaged in perfecting a great work, which I am firmly convinced will be of lasting benefit to mankind. Much more than this, however, you have perhaps unconsciously, but nevertheless most surely, by the spirit of courtesy and conciliation, which has been displayed throughout your deliberations, contributed greatly to the increase of mutual respect and confidence among the nations and thereby to the peace and happiness of the world at large."

Signing The Convention.

Mr. Buxton's congratulations. At the meeting held yesterday at the Foreign Office, for the purpose of signing the Convention, the President of the Board of Trade (Mr. Sydney Buxton) made a speech in the course of which he said: "I had the honour of opening the proceedings of the conference, and it gives me additional satisfaction to address you on the completion of your labours."

You have aimed at securing a high international standard of safety by minimizing the possibility of disaster due to external causes; by minimizing the danger to the ship in the event of collision or untoward event; and, finally, in the last resort, by ensuring the provision of the best and most speedy means of saving the lives of those on board. The acceptance of the principle of the mutual recognition of certificates issued under the authority of the various signatory States, and covering the matters dealt with in the Convention you have just signed will, I am convinced, ensure that the requirements of the Convention will be effectively carried out, and with a minimum of friction and inconvenience. I congratulate you on the issue. You have done a work which will live; and the signature of the Convention today will mark an era in the history of merchant shipping. The public at large will observe with great gratification the valuable proposals that you have adopted, and which have been summarised in the speech of your president.

LOAD LINE CONFERENCE. We have all, I think, learned from this Conference to realise and appreciate the obstacles which beset international agreements on matters affecting merchant shipping, and to sympathise with the difficulties sometimes experienced by the Administrations of other States when they have to deal with vessels which are not of their flag. I trust that all this will be fully recognised by the Governments and Legislatures with whom will rest the completion of the work of the Conference. This Conference has had regard mainly to passenger ships. To have attempted to enlarge its scope would have been to overweight it, and to dissipate its force. It is, however, to be followed by a further "International Conference," to deal primarily with the question of load line, but which will, I hope, also consider other kindred questions, such as timber deck-loads, and thus another great stride will be taken in the direction of safety of life at sea. It has been a source of great gratification and pleasure to us here to have received you in our country and capital. We owe, gentlemen, our dutiful thanks to their Majesties the King and Queen for the cordial manner in which they have received the members of the Conference, and for the great personal interest they have taken in your work. That interest, I am well aware, is shared to the full by the Sovereigns and heads of the other States represented here, and it cannot but be a matter of the liveliest satisfaction to us all that this should be so; and in this connection perhaps I may be allowed, respectfully and gratefully to refer to his Majesty the German Emperor for the special interest which he showed in the convening of an International Conference. Gentlemen, I bid you, not farewell, but adieu!

A PRAGMATIC SETTLEMENT. After Mr. Sydney Buxton had spoken, Senator Lewis made a speech at the close of which he said: "This result will do more, in my judgment, to bring my country to a higher regard of the universal friendship that can prevail throughout all the nations and the peaceful settlement of every form of dispute than any other act I have observed or participated in in my own public career. Because of this beginning, because of this example, I beg to assure you, so far as one voice can, that the United States Senate which voted its confidence in the Delegation sent from America will (behind the work and seeing what you have accomplished, and knowing the motive that was behind it) give this work its best consideration; and, when considering it and realising all you have done for mankind and humanity, will give this work its approval and ratification. (Cheers.) I have only this last word—that the President of the United States distinguished scholar, gentleman, and statesman of my country, will be one of the first to recognise the goodness of this beginning, and that in the future all questions of difference, all controversies of nations, may only have to be submitted—all quarrelling or ill-feeling by the example of this work can be submitted—to the counsel of honourable men and peacefully settled, and in the end we may hope for peace."

The executive committee formed to promote a Scottish national memorial of King Edward held a meeting in Edinburgh Lord Strathclyde was in the chair. It was intimated that the King and Queen attached considerable importance to the proposal to erect handsome gateways on the north and south sides of Holyrood Palace. The committee approved generally of the gateway design submitted by Mr. Washington Browne, F.R.S.A., and he was asked to prepare a full detailed design, introducing a statue or medallion of his late Majesty.

LOSING WEIGHT BY THE POUND. "Under Weight," a condition of ill-health, shows your assimilative powers are decreasing. WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND. Supplies the blood with the wanted nourishment and healthy flesh building materials. Very palatable. OF ALL CHEMISTS.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonn.	Gun.	I.H.F.	Commander.	Last report at
Albion	despatch vessel	1650	2	8000	Comdr. Archibald Cochrane	Hongkong
Albatross	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Pritchard	Shanghai
Britannia	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Shanghai
Cadmus	sloop	1070	6	1400	Capt. H. P. E. T. Williams	Shanghai
Chelmer	torpedo boat destroyer	560	4	7500	Lieut. H. T. Enghard	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.C.	Shanghai
Colne	torpedo boat destroyer	560	4	7500	Lieut. C. M. Blackman	Hongkong
Fame	torpedo boat destroyer	560	4	7500	Mr. A. J. Mallett, Gunner	Hongkong
Hamphire	cruiser, 1st class	10,550	10	20,000	Capt. H. W. Grant	Hongkong
Ja	torpedo boat destroyer	560	4	7500	Lieut. G. F. A. Mulock	Hongkong
Kenet	torpedo boat destroyer	560	4	7500	Lieut. E. K. Boddan-Whetham	Hongkong
Kinab	river gunboat	516	4	1900	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	sloop	1040	—	—	Lt.-Comdr. Gibson	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Hongkong
Moore	river gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4900	12	22,000	Capt. Frederick A. Fowles	Shanghai
Nightingale	river gunboat	85	2	840	Lieut.-Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	590	—	7500	Lieut. R. W. Wilkison	Hongkong
Rosario	depot ship, submarine	980	—	1400	Lieut. F. A. N. Cromie	Hongkong
Rohin	river gunboat	85	2	840	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	840	Lt.-Com. I. A. S. Hutton	West River
Snipe	river gunboat	85	2	840	Lt.-Comdr. Maurice B. Leslie	Yangtze River
Tamar	receiving ship	6550	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cotterell-Dormer	Hongkong
Triump	hull ship	11,985	18	12,500	Capt. F. Straatman, M.V.O.	Hongkong
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Hongkong
Welland	torpedo boat destroyer	590	—	7500	Comdr. Seymour	Hongkong
Widgeon	river gunboat	185	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	180	2	800	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	800	Lt.-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	6250	—	22,000	Capt. H. L. Cochrane	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. F. J. McGillivray	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gaimie	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
.036	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
.037	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
.058	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jerram, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonn.	Gun.	I.H.F.	Captains.	Last report at
Kaisarin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makewitz	Hongkong
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Klober	French armoured cruiser	9770	12	18,600	Capt. Gout	Saigon
Montcalm	French flagship	9600	—	—	Capt. de Vaisseau	Shanghai
Decidée	French gunboat	645	10	7300	Lieut. Vandier	Shanghai
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Javillier	Canton
Febo	French gunboat	130	—	—	Lieut. Collin	Tientsin
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteaux	Tientsin-Kin
* Flagship of Rear-Admiral Colloch & Keadie, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boix	Saigon
Protee	French sub-marine	—	—	—	Lieut. Guillaume-Louis	Saigon
Styx	French armoured gunboat	1798	10	1700	Lieut. Aurillac	Saigon
Fronde	French destroyer	350	7	300	Capt. de Frigate Roussin	Saigon
Iberville	French destroyer	—	—	—	Comdr. de Marquessier	Saigon
Pistolet	French destroyer	130	7	300	—	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Maiche	French surveying ship	1825	10	9300	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boucicaut, Commanding the local defence Indo China.						
Amidon	German cruiser	8600	2	3,500	Capt. v. Restorff	Hongkong
Gaussen	German armoured cruiser	11,600	—	—	Captain Brueninghaus	Tientsin
Onis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German gunboat	3250	24	11,000	Capt. Behncke	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Mörsberger	Tientsin
Other	German river gunboat	—	—	—	Capt. Lieut. Frie	Yangtze River
Solothurn	German flagship	11,600	36	36,000	Capt. von Schultz	Tientsin
S. 90	German torpedo boat	410	8	6500	Capt. Lieut. Barzenberg	Tientsin
Taku	German torpedo boat	280	4	6000	Obt. z. S. Chausen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tientsin
Thuringia	German river gunboat	223	4	1300	Capt. von Möller	Canton
Vaterland	German river gunboat	223	4	600	Obt. z. S. Friess	Shanghai
Calabria	Italian cruiser	4145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1797	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	700	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain José de Carvalho Orato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

U. S. submarines					Ensign J. McO. Murn	Cavite
A-2	"	"	"	"	Lieut. E. D. McWhorter	Cavite
A-4	"	"	"	"	Ensign J. C. Van der Carr	Cavite
A-6	"	"	"	"	Ensign O. M. Yates	Cavite
A-7	"	"	"	"	Com. M. L. Bristol	Cavite
Albaty	U. S. protected cruiser	3430	10	7500	Ensign H. A. Jones <td>Cavite</td>	Cavite
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill <td>Cavite</td>	Cavite
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. W. L. Heiberg <td>Canton</td>	Canton
Callao	U. S. gunboat	243	8	280	Lieut. F. J. Fletcher <td>Cavite</td>	Cavite
Charon	U. S. torpedo-boat destroyer	420	7	8000	Capt. S. S. Robinson <td>Cruising</td>	Cruising
Cincinnati	U. S. protected cruiser	3183	11	10,000	Lieut. O. A. Woodruff <td>Javite</td>	Javite
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green <td>Cavite</td>	Cavite
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lt. Comdr. S. Gannon <td>Shanghai</td>	Shanghai
El Cano	U. S. gunboat	650	4	600	Comdr. G. B. Marvell <td>Shanghai</td>	Shanghai
Holmes	U. S. gunboat	1392	2	1268	Lieut. G. V. Lowe <td>Cavite</td>	Cavite
Mohican	U. S. station ship	1900	6	1100	Lt. E. P. Starrs <td>Olongapo</td>	Olongapo
Monadnock	U. S. monitor	3090	6	8000	Commander J. V. Chase <td>Olongapo</td>	Olongapo
Mouferry	U. S. monitor	4084	4	5277	Lieut. B. B. Taylor <td>Cavite</td>	Cavite
Pampana	U. S. gunboat	243	8	—	Lieut. S. W. Wallace <td>Canton</td>	Canton
Plataque	U. S. sea going tug	554	3	1800	Lieut. W. O. Wallace <td>Cavite</td>	Cavite
Pompey	U. S. Repair ship	3065	—	—	Lieut. J. J. Hannigan <td>Shanghai</td>	Shanghai
Quinn	U. S. gunboat	350	3	205	Lt. Comdr. D. W. Warrington <td>Swabow</td>	Swabow
Rainbow	U. S. cruiser	4580	14	1500	Lt. O. G. Dickman <td>Shanghai</td>	Shanghai
Ram	U. S. gunboat	243	8	250	Comdr. H. A. Wiley <td>Swabow</td>	Swabow
Haradep	U. S. armored cruiser	5135	14	17,401	Lieut. K. Durr <td>Shanghai</td>	Shanghai
Via obos	U. S. gunboat	370	3	205	Comdr. J. P. Hubbard <td>Hongkong</td>	Hongkong
Williamson	U. S. gunboat	1327	3	1524	Chief Boston, P. E. Radcliffe <td>Olongapo</td>	Olongapo
Worcester	U. S. tug	462	—	650		

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Hongkong, July 22, 1913.

with the ordinary soldiers. He usually passes an examination, and is styled a "one-year volunteer" (*Einjahriger-Wehrpflichtiger*). He serves one year, not living in barracks, but in private lodgings, which he himself pays for and selects according to his sense of comfort and economy; he also provides his own uniform. The salutary effect here, lies in the examination; it is comprehensive and by no means elementary. Very few eighteen-year old public school boys in England could attempt it with hope of success. This examination clause explains in large measure why Germans are better linguists than Englishmen; it is not a question of superior brain. The English schoolboy would quickly develop proficiency in three or four languages if he had the same incentive as the German. For the artisan classes, however, military service is not so surely beneficial. There is an opinion current that German works are more orderly than those in Britain, and this is often ascribed to the discipline of the German artisans by military service. Such an opinion has little or no truth in it; Germans who have visited English works express themselves often to the contrary. No works either English or German, can exist without order, and it would be stupid to suppose that the British artisan and employer, with their proverbial practical common-sense, would be blind to the obvious value of orderly methods. If one watches a gang of workmen in a shipyard or boiler-ship in England and in Germany, little difference is to be observed in the methods of work; perhaps, on the average, the British workman talks less, curses more, and wears dirtier clothes. The proverbial submissiveness of the German artisan is not necessarily severity any more than the anarchy of Tower Hill agitators spells the spirit of liberty. It may be that Germany has yet to pass through labour troubles similar to our own, but nobody at present can point to her as a nation where men refuse to defend their country and women to justify their existence.

BIRTH.
JOHNSTON.—On Feb. 7th, at "Way-bow," Ipoh, to Mr and Mrs R. C. M. JOHNSTON, a daughter.

MARRIAGE.
PATTERSON.—On February 12, at Holy Trinity Cathedral, Sha-gai, GEORGE GRAHAM, youngest son of the late Alexander Patterson, Leytonstone, Essex, to ELLEN ROSE, eldest daughter of the late William Rose, of West Derby and Stockport, Cheshire, England.

MEMO. FOR TO-DAY.

Jockey Club Race Meeting at Happy Valley.

MEMO. FOR TO-MORROW.

Ball at Government House.

General Memoranda.

FRIDAY, February 20.—Princess Royal's Birthday (1887).

SATURDAY, February 21.—Jockey Club Race Meeting.—Off Day. 9.15 p.m.—A.D.C.'s first performance of the "3 Episodes," Theatre Royal.

SUNDAY, February 22.—Excursion to Macao.

TUESDAY, February 24.—Entries close for Annual Flower Show.

THURSDAY, February 26.—Noon.—Kowloon Land and Building Co's Meeting. 9.15 p.m.—A.D.C.'s second and last performance of the "3 Episodes," Theatre Royal.

Stockbrokers' Settling Day.

The China Mail

HONGKONG, WEDNESDAY, FEB. 18, 1914.

THE EFFECT OF CONSCRIPTION ON GERMAN MECHANICS.

DEALING with the effect of military service on the education of the German mechanic, a writer in the course of an interesting article in "Engineering" states that the question involved is a difficult one to answer; there are many sides to it, each presenting advantages and drawbacks. There can be no doubt as to the value of a regular training of any kind for the alum-dweller; one has only to observe the effect on the lowest classes in Germany, to be convinced of this. Men to whom even a foot-bath had been a chimera are drilled with relentless regularity for two years, until the habits of keeping the body and the mouth clean, of rising early and of obeying superiors, are absorbed into their systems. If any one be sceptical of the extraordinary force which habit can exert, let him change his watch-pocket for a fort-night. Then there is the sense of discipline and duty which results generally; the sense of duty which persuades its owner—with what hypocrisy is immaterial here—of the virtuous necessity of sinking himself before the efficiency of the machine in which he is a unit, the sense of duty which may have some value against the spirit of self-indulgence everywhere growing. It seems a matter of certainty that compulsory military service would improve the lowest classes; it would fit slum-dwellers for the colonies and make them wish to go there. Reasons are not wanting for believing that the German military system has also a salutary effect on the upper middle classes. In Germany the son of well-to-do parents rarely serves two years

THE HONGKONG RACES.

THE THIRD DAYS RESULTS.

The reaction from yesterday's vast Derby crowd was made manifest this morning for the attendance was much below that of the two previous days at the early stages. Towards fifteen minutes, however, large crowds passed down the gateway, and the scene later in the day was one of gay animation. The ladies came up strong, and sustained their hold over the third day of the meetings, popularity known as the "Ladies' Day."

The morning was brighter than hitherto this meeting and the atmosphere was less humid than yesterday though the heat was decidedly greater.

The racing was fine; in fact there was a noticeable improvement over Monday and Tuesday. The races throughout were keenly contested and immense interest centred in a programme which from many aspects was perhaps the most important of the whole meeting—outside the Derby. His Excellency the Governor arrived shortly after eleven o'clock, and was greeted with the usual salutations.

Very little business was done in the betting booths for the initial races. No returns were given on the first and second place ponies and a margin of \$1.50 was paid out on the third.

PRESENTING THE LADIES' PURSE.

The presentation of the Ladies' Purse was made by Miss Kelly, daughter of H.E. Major-General Kelly, in the Club stand immediately after the horses had been led in. Those who witnessed the ceremony included H.E. the Governor, Lady May and the Misses May, Sir Paul Chatter, Mr. Ellis Kadourie and a large number of ladies.

Mr. Molloy, in making Miss Kelly's acceptance of a beautiful bouquet tied with the Jockey Club's colours, said that all the jockeys who race in Hongkong always took a keen interest in the race for the Ladies' Purse, and were all anxious to win it. He had been riding since 1899, but this was the first time he had secured the honour, and he was sure that the jockeys were as pleased as he was that he had at last won it. It made it much more pleasant for him in those circumstances. He had very great pleasure in presenting Miss Kelly, on behalf of the Hongkong Jockey Club, with a bouquet.

Mr. Molloy then called for cheers for the ladies, the members of the club and for Mr. Ellis Kadourie, the owner, a "tiger." These were lustily given.

Mr. Molloy then escorted Miss Kelly in to the Club Stand.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Saturday's Overland "China Mail" will contain a full description of the races.

Fifty American civil servants have resigned in the Philippines since Feb. 7th.

Sir Richard Dana was a passenger by the "Empress of Russia" today from Shanghai.

Mr. and Mrs. D. K. Moss left today for Europe by the P. & O. intermediate steamer Nyansa for London.

The German troopship Patricia arrived yesterday with 1500 recruits for Tientsin garrison. Most of the men were given shore leave in the evening.

The Bay Scout movement has spread to Canton. The Kuangtung Academy has in hand a scheme for the training of Scout masters by graduates from foreign universities.

The breaking of an overhead cable at the junction of Tin Lok lane and the Praya East caused a slight interruption of the tram service between five and six o'clock last evening, but it was very promptly dealt with by the staff and the public were not inconvenienced.

Captain Smallwood of the steamer "Theresa," which arrived here yesterday from Liverpool, reports that during the passage down the Red Sea, the vessel lost her propeller, and had to be towed into Perim Island. As there was no dock available there, the ship was "tipped" and a new propeller put on by the ship's officers and engineers. The vessel remained seven weeks at Perim.

The R. G. A. Sergeants' Sports Club, Victoria Barracks, held a whist drive and dance for their members and honorary members in the R. A. Theatre last night. After the drive dancing continued until 1 a.m., Mrs. Meares providing the music. The whist prizes were handed by Master-General May to—Ladies, 1st, Mrs. Talbot; 2nd, Mrs. Clegg; 3rd, Mrs. Reynolds. The whist prizes were handed by Master-General May to—Ladies, 1st, Mrs. Talbot; 2nd, Mrs. Clegg; 3rd, Mrs. Reynolds. The whist prizes were handed by Master-General May to—Ladies, 1st, Mrs. Talbot; 2nd, Mrs. Clegg; 3rd, Mrs. Reynolds.

Booby prize, Mrs. Allison Gault, 1st, Master-General Reynolds, R.G.A.; 2nd, M. M. Sergt. Wall, A.O.C.; 3rd, Sergt. Wilson, R.A.

DON'T COUGH.

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but only on Lockerbie got ahead and maintained this position to the finish. Jewel Aster at the top of the hill, second place Woodhouse's mount retaining its position, and this order held good to the hill, when Saxon Chief who had fallen back again, came forward, to the Jewel Aster at this point put on a spurt which brought him on terms with the leader as they descended the hill. Robin Hood shot past him, but failed to overtake Jewel Aster's mount. Entering the straight Jewel Aster was pressed, and coming up on the outside contested Lockerbie's position, drawing almost level at the distance post. A hard race followed, but Lockerbie kept ahead a length and a half separating him from the Aster at the post, with the Chief three lengths in the rear.

6.—THE PHAETHON STAKES.—Handicap. Winner \$750; second \$250; third \$125. For China ponies that have run as any symphonia meeting and griffins on date of entry. Non-starters barred. Entrance \$10. One mile and a quarter.

1. Sir Paul's China Aster, 11st 11lb (Vida) 1
Mr. T. E. Hough's Red Cloud, 10st 10lb (Jervin) 2
Mr. Ellis Kadourie's Mahatma Chief, 11st 8lb (Moller) 3
Mr. H. D. White's Cleric, 10st 6lb (Brammer) 4
Mr. Seth's Sweet Rocket, 10st 4lb (H. Seth) 5
Mr. N. D'Ottigen's Floral, 10st 9lb (H. Seth) 6
Mr. Soave's Violina, 10st 11lb (Dalgarno) 7
Mr. Bruton's Sevington, 10st 11lb (Knoll) 8

From a bad start Sevington took the lead, Cleric second and Floral third. Red Cloud came up straight in the bunch and led the race on the main. Joy second, Sevington third and China Aster last. On the way to the incline Red Cloud still led with Sevington second and Mahatma Chief third. Cleric came strong on the outside and assumed third place. The race home was very fine, running neck and neck. Jewel Aster forced a head, Red Cloud second with a length dividing him from Mahatma Chief. Time 2 m. 42 1/2 sec.

Parimutuel—Winner \$12.40; Placed Ponies: 1st \$6.70; 2nd \$11.20; 3rd \$6.50. Cash Sweeps—Ticket No. 101 \$2.52; 2nd No. 108, \$7.90; 3rd No. 253, \$9.90.

7.—THE GOVERNOR'S CUP.—Presented by H.E. Sir F. H. May; second to receive \$250; third \$125. For China ponies, subscription griffins of this season 1913-1914. Winners of one race 5lb.; of two or more races 10lb. extra. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Entrance \$10 to go to winner. One mile.

1. Sir Paul's Monarch Dahlia 11st 0lb (Vida) 1
Mr. W. R. Richardson's Rosario, 11st 7lb (H. Seth) 2
Mr. E. Goetz's Amun Ra, 11st 6lb (Brammer) 3
Mr. John Peel's The Cat, 11st 0lb (H. Seth) 4
Mr. Trio's Candy Kid, 10st 12lb (H. Seth) 5
Mr. Soave's Valsalini, 10st 12lb (Dalgarno) 6
Major F. Dickinson's Chalot, 11st 7lb (Lindsay) 7
Mr. Ellis Kadourie's Pavaing Chief, 10st 12lb (Moller) 8
Mr. R. D. Harvey's Somerset, 10st 12lb (Bell Irving) 9
Mr. Mollard's Goode Hog 10st 12lb (Hickman) 10
Mr. Skellim's Tango 11st 6lb (Knoll) 11
Mr. L. D'Almeida's Triumphant 10st 10lb (H. Seth) 12

Parimutuel—Winners \$9.20. Placed ponies: 1, \$6.80; 2, \$29.8; 3, \$12.60. Cash Sweeps—Ticket No. 191, \$23.20; No. 704, \$7.20; No. 375, \$3.60.

From a good start, Tango and Triumphant got ahead. The order past the post was Triumphant, Chalot and Valsalini, and at the Bowington gate these positions were unaltered. Monarch Dahlia, hard held, was second last. The field bunched at the bottom of the incline. The Cat then shot ahead, overhauled the leaders going up the slope and showed the way by a clear length from Tango, Valsalini being next in order. Nearing the Rock, Rosario came up strongly into fourth place and to the level ground Chalot raced level with The Cat. Rosario by this time had displaced the third. The field bunched at the bend, Chalot leading slightly and The Cat having fallen out altogether. Rosario and Tango were racing neck and neck now, while the Dahlia was challenging the leaders. At the distance post he shot to the front and, riding easily, overhauled him. A fine race for second place saw Amun Ra beaten by Rosario by one and a half lengths. Time 2m 10 1/2 sec.

8.—THE MONGOLIAN STAKES.—Winner \$750; second \$250; third \$125. For China ponies, griffins on date of entry, purchased at a public auction of untied griffins in Shanghai or Hongkong after 19th April, 1913, on account of a member or members of the Hongkong Jockey Club at an actual cost of not more than Tls. 200 if in Shanghai or \$225 if in Hongkong. Winner of race No. 5 on the first day or No. 11 on the second day, 7lb. extra; winner of any race other than the two above enumerated, as also the winner of both said races if the same pony, barred. Entrance \$10. One mile.

1. Sir Paul's Britannia Dahlia, 11st 8lb (Vida) 1
Mr. Norman's Sei Kwai, 10st 12lb (H. Seth) 2
Mr. Stubb's Millard, 10st 11lb (Lindsay) 3

The start was rather a poor one. First passed the post was Turnberry with Millard second and Woodcock third. Millard took the lead at the hill, Turnberry being second. Britannia Dahlia forcing the pace successfully got into third and by the time the rock was reached he was going neck and neck with the leader. Rounding the bend in this order the Dahlia shot ahead and into the straight several lengths in front of Millard. Sei Kwai's pony being urged, Britannia Dahlia's cantered home an easy winner by six lengths but there was a hard competition second and Robin Hood third, for second place. Sei Kwai eventually won by a length. Time, 2m. 17 1/2 sec.

9.—THE CHAMPION STAKES.—Winner \$2,500; second \$750; third \$300. For China ponies, winners at this meeting only. One mile and a quarter.

1. Mr. John Peel's President, 11st 11lb (H. Seth) 1
Sir Paul's Royal Rose, 11st 4lb (Vida) 2
Mr. E. Kadourie's Fijian Chief, 10st 12lb (Moller) 3
Mr. John Peel's Monarch 11st 0lb (Vida) 4
Mr. John Peel's Modest 11st 11lb (Bell Irving) 5
Sir Paul's Conqueror Aster 10st 8lb (Brammer) 6
Parimutuel—Winner \$3.00. Placed ponies: 1st, \$5.40; 2nd, \$6.80; 3rd, \$7.40.

Cash sweeps: Ticket No. 119, \$11.00; No. 299, \$3.10; No. 1910, \$15.00.

At the start, Conqueror Aster shot away from Fijian Chief second and Amun third. Royal Rose, hard held, was last. Amun was first past the post, Aster being second and five lengths ahead of Fijian Chief. The Presidents came along fourth. Amun retained its lead, right Aster second and the Chief third, passed the golf stand, Sunlight bringing up the rear. Given the reins, at the Football stand, Presidents forced away reducing the leaders' gain. Amun was making the pace for his stable companion. Royal Rose overtook the Chief at the Rock. Coming home, there was a fine race between the favourites. President was leading on the rails, being challenged by Royal Rose. A dock on the course caused the latter to swerve and President won a handsome race by three lengths from Royal Rose. Fijian Chief third was a length behind. Time, 2m. 34 sec. (Record time 2m. 34 1/2 sec.).

10.—THE CONSOLATION STAKES.—A sweepstakes of \$5 each with \$500 added for winner; second \$250; third \$125. For China ponies that have run and not won at this meeting. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. One mile.

1. Mr. E. Kadourie's Durbar Chief 10st 9lb (Moller) 1
Mr. John Peel's The Fickle Bird, 11st 11lb (H. Seth) 2
Parimutuel—Winner, \$7.40. Placed ponies: 1st, \$5.20; 2nd, \$6.50; 3rd, \$6.10.

Cash sweeps: Ticket No. 556, \$2.520; No. 757, \$7.20; No. 441, \$6.60.

COMMENTS.

The quality of the tea served to the ladies in the Jockey Club Stand was the subject of much comment. It appears that the Jockey Club gave out the contract this year to a Chinese firm, and in case they are unaware of the criticism—which was pretty general—a venture to bring them to the stewards' notice.

Another matter that ought to receive attention is the inadequacy of the telephone accommodation. One instrument for the race week crowd, including as it does a large sprinkling of business men who wish to keep in touch with their offices, is really insufficient.

Considerable dissatisfaction was felt yesterday by the shortness of time allowed for betting. In the race where there was a large field, the announcement of the names of some of the ponies was practically simultaneous with the closing of the pari-mutuel.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the

DATES named—	STEAMERS	To SAIL	REMARK
SHANGHAI, MANILA, KOBE & YOKOHAMA	MALTA Capt. G. W. COCKMAN, R.N.R.	About 24th Feb.	Freight and Passage.
SHANGHAI	INDIA Capt. C. C. TALBOT, R.N.R.	About 27th Feb.	Freight and Passage.
LONDON, via Suez, Port Said, & Alexandria	ASSAYE Capt. G. J. OLDWELL	Noon 28th Feb.	See Special Advertisement
LONDON & ANTWERP, via Suez, Port Said, & Alexandria	NORE Capt. D. ARTHUR	About 4th March.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From St. John N.B.
EMPEROR OF ASIA, Feb. 19.	Sat., March 14.
EMPEROR OF JAPAN, Mar. 5.	Wed., April 1.
EMPEROR OF RUSSIA, Mar. 19.	Sat., April 11.

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadrup
screw 21 knot turbine steamers of 18850 tons gross—30,625 tons displacement—
the fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic

fleet are equipped with the latest wireless telegraph system.

Each Trans-Pacific steamer connects at Vancouver with a Mail Express

Train and at St. John N.B. with Atlantic Mail steamers as shown above. The Emperor
of Britain and Emperor of Russia are magnificent vessels of 14,500 tons,
speed 10 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA	Optional Atlantic Port \$71.10.
EMPEROR OF ASIA	do do \$65.
EMPEROR OF INDIA	do do \$65.
EMPEROR OF JAPAN	do do \$65.

MONTAGLE—intermediate service—First class railway, second cabin
Atlantic, via Canadian Atlantic Port, \$43.
Boston or New York \$45.
Meals and sleeping car across Canada not
included in any of above rates. If required such
will cost \$5 additional.Passengers purchasing Trans-Pacific Return tickets have the option of returning
from San Francisco by the steamers of the Pacific Mail S.S. Co. or from VAN-
COUVER by steamers of the Canadian Pacific Railway Co.SPECIAL THROUGH RATES (First Class only) are granted to Naval and
Military Officers, European Civil Service Officials, Missionaries, etc.
Full particulars on application to Agents.Through passengers are allowed "Stop-Over" privileges at the various points of
interest on route.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. RADDICK, General Traffic Agent,
Corner Fadder Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, MALACCA, PENANG, COLOMBO, SUZUKI and PORT SAID.	IYO MARU, Capt. Hirase, Tons 12,500.	WEDNESDAY, 25th Feb. at 10 a.m.
VICTORIA, B.C. & SEAT. TLE via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA.	HIRANO MARU, Capt. H. Fraser, Tons 16,000.	WEDNESDAY, 11th Mar. at 10 a.m.
KOBE & YOKOHAMA	KAMO MARU, Capt. K. Kawara, Tons 18,000.	THURSDAY, 26th Feb. at 11 a.m.
SHANGHAI, MOJI, KOBE, TOSA MARU, AND YOKOHAMA	TOSO MARU, Capt. —, Tons 12,000.	FRIDAY, 27th February.
NAAGASAKI, KOBE and YOKOHAMA	TANGO MARU, Capt. Sekine, Tons 13,500.	WEDNESDAY, 11th March at 11 a.m.
SYDNEY and MELBOURNE, KUMANO MARU, via MANILA, THURS- DAY ISLAND, TOWNS- VILLE, and BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 9,300.	WEDNESDAY, 8th April at Noon.
BOMBAY via SINGAPORE, BOMBAY MARU, AND COLOMBO	BOMBAY MARU, Capt. —, Tons 12,000.	WEDNESDAY, 25th February.
CALCUTTA via SINGAPORE, SANUKI MARU, PENANG & RANGOON.	SANUKI MARU, Capt. Deguchi, Tons 12,500.	SATURDAY, 21st February.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914.

FOR EUROPE.

IYO MARU	12,500 tons	sails	Wednesday	25th	February.
HIRANO MARU	16,000	"	"	11th	March.
KAMO MARU	18,000	"	"	26th	February.
KASHIMA MARU	20,000	"	"	22nd	April.

FOR AMERICA.

ARI MARU	12,500 tons	sails	Tuesday	24th	February.
SADO MARU	12,500	"	"	10th	March.
YOKOHAMA MARU	12,500	"	"	24th	March.
AWA MARU	12,500	"	"	7th	April.

With option of Hall between steamer's calling Ports in Japan.

For further information apply to

T. KUSUMOTO, Manager.

Telephone No. 222.

"HONGKONG'S MUSICAL
HISTORY"

BY H. L. O. GABRIEL.

Being a reprint of a series of articles that appeared in the
CHINA MAIL

Price

50 Cents

SHIPPING

PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO
via Shanghai or Manila, Nagasaki, Inland Sea, Kobe,
Yokohama and Honolulu.

THE SUNSHINE BELT

Operating the following steamers

MONGOLIA, MANCHURIA, KOREA, SIBERIA
and
MILK, CHINA and PERSIA.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless Telegraphy, Submarine
Signal Service and Riggs Kiosk.
Cabinets under personal supervision of Mr. V. Moroni, one of the West Coast's famous caterers.
Return Portion of Round Trip Tickets. Available for Passage via C.P.R. from Vancouver if desired.
Through Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama
and Honolulu.* BOKA 18,000 Tons Sailing TUESDAY, 24th Feb. at 1 p.m.
SIBERIA 18,000 Tons Sailing TUESDAY, 2nd Mar. at 1 p.m.
CHINA 18,000 Tons Sailing SATURDAY, 14th Mar. at Noon.
For San Francisco via Manila, Nagasaki, Kobe, Yokohama & Honolulu.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Arrive Manila. Leave Hongkong.
Feb. 7. PERLA Feb. 8. Feb. 12. KOREA Feb. 14.
Mar. 14. CHINA Mar. 16. Mar. 20. SIBERIA Mar. 22.
Mar. 24. MILK Mar. 26. Mar. 30. CHINA Mar. 31.
King's Building (opposite Blake Pier). R. C. MORTON, Agent.
Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong
CHIYO MARU	22,000-21 knots.	Saturday, 7th Mar.
TENYO MARU	22,000-21 knots.	Saturday, 4th Apr.
NIPPON MARU	11,000-18 knots.	Wednesday, 8th Apr.
HONGKONG MARU	11,000-18 knots.	Saturday 25th Apr.
SHINYO MARU	22,000-21 knots.	

* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London	\$71-10.	Return (6 months)	\$120.
First Class to New York	\$60.		\$98-10.
San Francisco	\$45.		\$68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning
from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VAN-
COUVER by steamers of the Canadian Pacific Railway Co.SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,
MISSIONARIES, etc.ROUND THE WORLD tickets issued in connection with all the principal Mail
Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Rio, Manzanillo Salina Cruz,
Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires.

SEIYO MARU	18,500-15 knots.	Saturday, 4th April.
ANYO MARU	18,500-15 knots.	
KIYO MARU	17,000-14 knots.	

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

Telephone 291.

KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
via SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE,
via SUEZ CANAL.

For	STEAMERS	To SAIL
SHANGHAI, KOBE and YOKOHAMA	AUSTRALIEN, CHILLI, ATLANTIQUE, MAGELLAN, NEERA, AUSTRALIEN.	23rd February. 8th March. 23rd March. 24th February. 10th March. 24th March.
MARSEILLES, via Port Said, and Alexandria	AUSTRALIEN.	24th March.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at Colombo for CALCUTTA, BOMBAY and
AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.Through Tickets to London, via Paris by rail.
Circular tickets to Europe via SUEZ and SUEZIAN ROUTE and vice versa
delivered here.

For further particulars apply to

S. C. de BUSSIERRE, Act. Agent.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO.,
LIMITED.MAIL SERVICE
TO AUSTRALIA, via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Jan. 31st	Feb. 27th at 10 a.m.
ST. ALBANS	Feb. 21st	Mar. 20th at 10 a.m.
EASTERN	Mar. 11th	Apr. 9th at 10 a.m.

THE above steamers are fitted with Refrigerating Machinery, securing a plentiful
supply of Ice, Fresh Provisions, etc., and are fitted throughout with Electric
All Steer-Booms have Electric Fans. A fully qualified Doctor and Surgeon are on board.
For further particulars apply to

GIRL LIVINGSTON & CO.

SHIPPING

CHINA NAVIGATION CO., LD

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	WU	Feb. 19, at Noon.
AMOI	LEUNG	Feb. 19, at 4 p.m.
SHANGHAI	ANNU	Feb. 19, at 4 p.m.
SHANGHAI & TSINGTAU	FOCKROW	Feb. 21, Midnight
SHANGHAI	LIANGCHOW	Feb. 24, at 4 p.m.
MANILA, CEBU & ILOILO	TRAN	Feb. 24, at 4 p.m.
SHANGHAI	LOUNG	Feb. 26, at 4 p.m.
SHANGHAI & TSINGTAU	KANGCHOW	Feb. 28, Midnight

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'

MANILA LINE. Twin Screw Steamers 'Chinua', 'Taming', & 'Tea'

Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms
on deck, aft on 'Taming' and 'Tea'.SHANGHAI LINE. The Twin Screw Steamers 'Anhui', 'Chenan', and the
S.S. 'Liangchow', 'Lachow', and 'Yingchow', having excellent accommodation with
Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
maintain a fast schedule service between Canton, Hongkong and Shanghai leaving
Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau,
leaving there on Tuesdays for Shanghai, Hongkong and Canton.N.B.—Passengers must embark before midnight on Saturday for the Sunday
morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday
night.These Steamers land passengers in Shek shai, avoiding the inconvenience of trans-
shipment at Whampoa.

REDUCED FARES Single \$45 Return \$75

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Telephone No. 36.

AGENTS

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
*SINGAPORE, PENANG & CALOUTTA	*LOVAT	THURSDAY, Feb. 19, at 2 p.m.
*SHANGHAI	*CHOYSANG	FRIDAY, Feb. 20, Daylight
*MANILA	*YUENSANG	SATURDAY, Feb. 21, at 2 p.m.
*SINGAPORE, PENANG & CALOUTTA	*KUMSANG	SATURDAY, Feb. 21, at 2 p.m.
*SHANGHAI	*HANGSANG	TUESDAY, Feb. 24, Daylight
*MANILA	*LOONGSANG	SATURDAY, Feb. 28, at 2 p.m.
*SHANGHAI, KOBE & MOJI	*NAMSANG	WEDNESDAY, Mar. 4, Daylight

RETURN TOURS TO JAPAN.

THE steamers 'Kulsang', 'Namsang' & 'Loisang' leave about every 3 weeks for Shang-
hai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time
occupied 20 days. This service is supplemented by the 'Fooking', 'Kwong', 'Looi',
Yokohama and Suway leaving Hongkong at regular intervals for Yokohama, Kobe &
Moji and returning thence direct to Hongkong. Time occupied 16 days.These vessels have all modern improvements and are fitted throughout with Electric
Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochoo, Tientsin,
Dahly, Weihaiwei & Tsingtau.Taking Cargo on through Bills of Lading to Khatat, Lahad Dain, Singapore,
Cebu, Cebu, Jassalon and Labuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NOTICE.

Communications relating to news should
be addressed to THE EDITOR.Correspondents must forward their
names and addresses with any communi-
cation addressed to the Editor, not necessarily
for publication but as evidence of good
faith.All matter for publication should be
written on one side of the paper only.No anonymously signed communication
that has already appeared in any other paper
will be inserted.Letters relating to business should be
addressed to THE SECRETARY.Orders for extra copies of the 'China
Mail' should be sent as soon as possible as
the supply is limited. Cash 10 cts. Credit
30 cts. per copy.Alterations and additions to Advertis-
ments on Pages 2, 3, 4, 5, 8 and 9
should be sent to the Office, No. 5, Wyn-
ham Street, not later than 11.30 a.m.Alterations and additions to Advertis-
ments on pages 1, 6, 7 and 10 should be
sent as not later than 2 p.m.New Advertisements should be sent in
before 3 p.m.Advertisements and Subscriptions which
are not ordered for a fixed period will be
continued until countermanded.Telegraphic Address 'MAIL' Hongkong
Telephone No. 22.

THE CHINA MAIL, LIMITED.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure
LONDON & ANTWERP	'DEN OF AIRLIE'	About 9th March
LONDON & ANTWERP	'MERIONETHSHIRE'	About 8th April

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'RADNORSHIRE'	About 8th March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'DEN OF RUTHVEN'	About 8th April.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'GLENLOCHY'	About 3rd May.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

S.S. 'JELUNGA', 5,206 tons, Capt. J.R.O. Sullivan will be despatched for
MIKE, KOBE and MOJI on 22nd February.S.S. 'DUNERA', 5,289 tons, Capt. E.G.M. Dickenson, will be despatched for
YOKOHAMA, KOBE and MOJI on 28th February.

WESTWARD.

S.S. 'TORILLA', 5,206 tons, Capt. Francis, will be despatched for
SINGAPORE, PENANG & CALOUTTA on 21st February.S.S. 'DILWARA', 5,378 tons, Capt. Ramsay, will be despatched as
above on 28th February.The above Steamers have excellent saloon accommodation for passengers and are
fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID SARGENT & CO., LTD.

AGENTS.

SHIPPING

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AMERICAN AND SOUTH
AFRICAN PORTS.The Steamship 'ASHAYE', Capt. G. J.
Cornwall, carrying His Majesty
Mails will be despatched from this
port for BOMBAY, on SATURDAY, the
28th February, at Noon, taking Passengers
and Cargo for the above ports in connection
with the Company's Steamship 'Marmora'
from Colombo. Passengers' accommodation
in which vessel is secured before departure
from Hongkong.Silk and Valuable, and Tea and Cargo
for France, and London (under arrange-
ment) will be transhipped at Colombo into
the mail steamer proceeding direct to
Marseilles and London. Other Cargo for
London etc., will be conveyed via Bombay
& transhipped to S. Macdonald due to
London on the 10th April, 1914.Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to

E. A. HEWETT,

Superintendent,
Hongkong, Feb. 14, 1914.

THE 'INDRA' LINE, LIMITED.

FOR BOSTON & NEW YORK.

(With Liberty to Call at the MALABAR
Coast.)

The Steamship

'INDRADEO'

Captain T. R. EVANS, will be despatched
as above on 10th March.This Steamer has Excellent Accommodation
for a limited number of Saloon
Passengers.

For Freight and Passage, apply to—

SHIPPING

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SETRA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE **PROPOSED SAILINGS**

FROM HONGKONG:		FROM COLOMBO:
28th February.	Connecting with "SETRA"	17th March. 1914.

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

NOTICES TO CONSIGNEES

MOJUL LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE S.S. ATOLL.
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the wharves of the Godowns of Holt's Wharf at Rangoon whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 33rd inst. will be subject to rent.

No Claims against the Steamer must be presented to the Underinsured on or before the 13th prox, or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns where they will be examined on the 33rd inst.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODD & CO., LIMITED,
Agents.

Hongkong, Feb. 17, 1914. 218

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steam-ship *Jelungo* having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

FOR NEW YORK

S.S. For Freight & further particulars, apply to
DODWELL & CO. LTD., Agents

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to **SOUTH AFRICAN PORTS**
with transhipment at **CALCUTTA**, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD
AND 'AFGAR' LINE.
Proposed sailings from Hongkong

Steamers from Hongkong.	On or about	Connecting at Calcutta with	on or about
TORILLA DILWARA	Feb. 21. Mar. 1.	A Steamer	end of March

For Freight and further particulars apply to
DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KUMI
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore
Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU, For S'pore, Batavia, O'boe, Samarang & Sourabaya 22nd Feb.
 S.S. BANRI MARU, For Moji & Kobe 12th March
 S.S. RIOJUN MARU, For S'pore, Batavia, O'boe, Samarang & Sourabaya 22nd March
 For Freight or Passage apply to
DODWELL & CO. LD. Agents.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES.
 VIA STRAITS AND COLOMBO.
 To MARSEILLES, HAYRE, BREMEN & HAMBURG, & TO NEW YORK
 AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.)
 AND PORTLAND (Or.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

[illegible]

For Hayre, Rotterdam, Bremen
& Hamburg
S.S. O.J.D. AHLERS.....28th F

S.S. AMBERIA	15th Feb.	For Marseilles, Hamburg and
S.S. SCANDIA	24th Feb.	Antwerp
S.S. ASSYRIA	3rd Mar.	S.S. GUEVIA
S.S. HOERDE	17th Mar.	For Marseilles, Havre & Ham-
S.S. FUDMARK	18th Mar.	burg.
S.S. BRISAVIA	27th Mar.	S.S. SITRONIA
S.S. COCKERMARK	5th April.	For Marseilles, Havre, Rotterdam
S.S. SAMBIA	25th April.	and Hamburg
		S.S. BEEMODA
		8th March

For further particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

(continued)

THE CHINA MAIL

COMBINED COLOURED

TYPHOON MAP & GUIDE

showing tracks and many progress of the
during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

[illegible]

Price 40 cents.

From the CHINA MAIL Office

